

**GOULD YACHT HIT FERRYBOAT****J. C. ATTERTHURY KILLED BY EDWIN GOULD'S AILEEN.**

He was on Staten Island Ferryboat Midtown, which was rammed by yacht-car float Ram's Mane Chunk — drift for three hours stuck together.

Edwin Gould's steam yacht Aileen dashed into the forward starboard cabin of the Staten Island ferryboat Midtown off Governors Island yesterday morning. The bowsprit and sharp prow of the Aileen ripped through the side of the old ferryboat, and J. C. Attertury, a promoter of this city, who lives on Manor road, West New Brighton, Staten Island, was instantly killed.

The Midtown left St. George, Staten Island, shortly after 10 A. M., having on board about two hundred passengers. It was very foggy, and Capt. Henry Carter, the regular skipper, stopped and kept sounding his whistle. At Governors Island he stopped the Midtown because of the warning whistle, and J. C. Attertury, a promoter of this city, who lives on Manor road, West New Brighton, Staten Island, was instantly killed.

Capt. Attertury says that he warned the yacht by the regulation number of whistles that he would continue on his way. He and the passengers expected that the Aileen would veer off a trifle to port, and say that if she had, there would have been no collision. So far as they could tell, however, the yacht didn't even diminish her speed.

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The Aileen was fifty feet away when she came to everybody on the deck of the ferryboat that there was going to be a crash. With warning shouts to those inside, the passengers rushed across the boat to the port side.

A moment later the crash came. Mr. Attertury was going down stairs from the upper cabin at the time of the collision. The yacht's bowsprit, according to the story told yesterday, went clean through him, and a moment later he was buried beneath the ruins of the stairway. The Aileen pulled out of the hole immediately, and passed over the debris down the bay.

Mr. Attertury's son Frank, who is a clerk in the dividend department of J. P. Morgan & Co., was notified of the death of his father and he went to the Middletown at once and took charge of the body. It was sent back to Staten Island by rail.

Policeman Patrick Hardy arrested Capt. Carter, who is 57 years old, and lives on Grant street, Tompkinsville, Staten Island. When he was arraigned before Coroner Goldenkranz, Lester W. Clark, a lawyer, of 20 Broad street, appeared for him and asked that he be paroled. The coroner granted the request.

Details of the accident Capt. Carter said.

**BRIEFS FOR STRIKE LEADERS?**

**McGrath Says He Was Offered \$2,000 to "Sell Out" the Striking Dyers' Helpers.**

PATERSON, N. J., May 19.—It is said that about 1,800 silkworkers are idle in this city as a result of the strike of the dyers' helpers. The latter show no signs of weakening and to-day, when a conference was proposed by one of the speakers at their meeting, it was howled down. Chairman McGrath caused a session as he was leaving the meeting to go to Pequannock, where the helpers in the dye-shops there to go on strike. He said:

"I warn you against traitors while I am away. During the past week I was offered \$2,000 to sell you men out and to counsel you to go back to work. Besides that, I was offered \$14 a week to leave. I would work for less than half that for your backs, and now, while I am away, do not fall."

Editor Gallone, of *La Question Sociale*, the anarchist paper of this city, was one of the speakers at the meeting to-day. He talked in Italian. Louis Forane, Ernest Fortin and John Bell, who were present, were reduced to speech and kept sounding his whistle. At Governors Island he stopped the Midtown because of the warning whistle, and J. C. Attertury, a promoter of this city, who lives on Manor road, West New Brighton, Staten Island, was instantly killed.

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**ADLER OFF TO CALIFORNIA**

**For His Health He Is Not Declined About Running for Congress.**

ASSEMBLYMAN CHARLES S. ADLER of the Eighth district departed yesterday for California for his health. He recently had hemorrhages of the throat. He said before he went away:

"My friends are urging me to run for Congress, but I am not seeking the nomination. I certainly won't run for the Assembly again. I have got some business interests to attend to and I may decide to quit politics. I'll run for Congress, however, if we go to war."

The Assemblyman tried to keep his departure a secret, but when he got into a coach at his home at Broome and Forsyth streets, a crowd of several hundred men and women assembled and wished him God-speed. Several of the women threw flowers into the coach.

Mr. Gould gave out this statement after a talk with Capt. Wicks.

**MISS BARKER OF BROOKLYN?**

**Young Woman Traveller Found Insane at El Paso—Sent to a Hospital.**

EL PASO, Tex., May 19.—A young woman, well-dressed and good-looking, was found here today sitting on the Court House lawn. To the police who questioned her she said that she was guarding her father's grave. She carried a grip and it is quite certain that she had alighted from the westbound Southern Pacific train this morning.

The youth had alighted Mr. Gould at the foot of Franklin street and was on her way to her anchorage. Mr. Gould was unaware of the accident until some time after the occurrence and deeply deplored the sad death of Mr. Attertury.

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The taking of the testimony in the inquiry in the case of Walter S. Brooks, who was shot in the Glen Island Hotel on Feb. 14, was concluded yesterday afternoon before Coroner Brown.

Mrs. Brooks, the mother of Walter S. Brooks, was recalled and cross-examined by Mr. Backus as to her identification of the comb found in the Glen Island Hotel. She said she first saw the comb in November when Florence Burns went to her house.

"Mrs. Burns told me," said Mrs. Brooks, "that if Walter did not marry her she would kill him. I told her that if she killed my son, I would kill her."

Thomas Brooks, the father of Walter Brooks, despite the protests of Mr. Backus, was striken from the record.

Dr. John V. Sweeney was of opinion that the comb presented in evidence was not the comb he picked up in the room in the hotel.

David N. Carvalho, handwriting expert, said in his opinion three letters submitted by Mr. Schurman were in Florence Burns' handwriting. One of them is in substance:

"Dear Walter—Call me up on the phone I am sick with crying. I am disconsolate, and am trying to tell you something. Something very important to you both about you. Trusting that you are true."

After hearing a few more witnesses Mr. Schurman announced that the case for the people was closed and Mr. Backus and Mr. Schurman then turned up.

One of the juries said that he had been approached by a man at whose door he had been asked to him about the case. The juror said he did not know the man's name.

Mr. Schurman said he wished he could learn who the man was who dared to talk to a juror during the progress of a case. The matter was allowed to drop.

**KODAK HIT BY FIRE.**

WHITE PLAINS, May 19.—Fire destroyed more than \$125,000 worth of property at Katonah, in the northern part of Westchester county, late last night. A livery stable, a store and flat house, a dwelling house and several barns were burned.

The forward deck of the float was jammed under the guard of the Manch Chunk at the port bow. A freight car filled with \$2,000 worth of grain was knocked from the track and plunged onto the deck of the ferryboat, pinning the guard rail fast to the forward deck of the float.

Capt. Marshall knew that he succeeded in hauling the freight and the guard rail and a cartload of wheat would be lost, and the ferryboat's captain feared that if he got loose the car might, in falling, seriously damage his craft. So both boats steamed in the same direction and went round and round as if a giant eddy had caught them.

There were forty-three passengers on the Manch Chunk.

Two tugs whose skippers saw the boats swinging round the circle tried to drag them apart, but the freight car linked them tightly as a steel hawser and they kept chasing each other like big dogs for nearly a mile. The two tugs, the North River Hawsers, were passed from the boats to the shore and while they were thus held fast in the stream a floating derelict went alongside and hoisted the car off the ferryboat's deck back onto the rails of the Manch.

The two tugs, however, continued to chase the Manch Chunk, and its passengers crossed on a log plank to the Manch.

The Manch Chunk afterward resumed her trips and the car float went on its way to Port Haven.

**No More Second Class to Chicago.**

The railroads operating between Chicago and Buffalo have unanimously resolved to unite with the Eastern trunk lines in abolishing second-class fares.

**Court of Appeals Calendar.**

ALBANY, May 19.—Court of Appeals calendar for Tuesday, May 20: Nos. 152, 153, 154, 155, 156, 157 and 158.

This signature is on every box of the genuine  
Laxative Bromo-Quinine Tablets  
the remedy that cures a cold in one day.

E. W. Moore

**YOUNG PARK LIONESS PAINTS.****DRAGGED BY ELECTRIC TRAIN.**

James Burns Carried Eight Blocks—His Legs Smashed.

A second avenue elevated train stopped at the Thirty-fourth street station shortly after 1 o'clock yesterday afternoon to take on more passengers, although the cars were so crowded that the guards were unable to close the gates.

On the station platform there were several hundred men bound for the Morris Park race-track, James Burns, 34 years old, a clerk, whose home is at 48 Monroe street, Boston, Mass., struggled to get on the train, and managed to get one foot on the last platform of the fourth car just as the train started to pull out of the station. His other foot went down into the space between the station platform and the side of the car and was badly mangled.

The conductor yanked the bell cord several times to stop the train, but no attention was paid to it.

Louis Nathan of 35 Eldridge street and Frederick Lennox of 130 East Twenty-fifth street grabbed hold of Burns and prevented his falling. They held him in this way for eight weeks.

With the train pulled into the Forty-second street station the man's right leg was again dragged between the station platform and the car platform and crushed Burns was helped to the station platform and taken to the Bellevue Hospital, where Dr. McLean said his right leg had been broken in two places, twice near the knee and the thigh. The doctor said he had also been injured internally and might die.

Police Sergeant Daly of the East Thirty-fifth street station ordered the arrest of the conductor and motorman in charge of the train.

These Aeolians have been put in thorough order and repolished, so that in the majority of instances they cannot be distinguished from entirely new instruments and are subject to the same guarantee.

There will also be included in this sale a few Pianolas which have been loaned to customers while waiting for special designs of cases. This special sale will last two weeks only.

Among the instruments offered:

**SPECIAL SALE OF****Slightly Used  
AEOLIANS  
At Reduced Prices**

Preparatory to our removal in the early Fall to our new twelve-story building, Fifth Avenue and Thirty-fourth Street.

Prices on Aeolians are so rigidly maintained that this is indeed a rare opportunity for those who have thought that they should like to have an Aeolian but who did not feel warranted in purchasing a new instrument.

The instruments offered have all been in use, having been taken in exchange for higher priced styles, but this fact is significant of the estimation in which the Aeolian is held by those who have had the instrument in their homes. The appreciation of the Aeolian is also shown by the character of its patrons and the wide extent of its popularity.

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Among the instruments offered:

Regular Price	Special Price	Regular Price	Special Price
Orchestrales ..... \$1,250	\$1,250	Aeolian Style 1450 ..... \$350	\$225
Grands ..... 750	500	Aeolian Style 1050 ..... 275	150
Colonial ..... 600	450	Aeolian Style 750 ..... 230	125
Aeolian Style A ..... 400	320	Aeolian Style 800 ..... 210	115
Aeolian Style D ..... 300	240	Princess (single reel) ..... 75	55
Aeolian Style 1500 ..... 500	275	Princess (double reel) ..... 125	85

Aerio-Piano, regular price \$550, special price \$500.

A discount of 10 per cent. for cash will be allowed on all Aeolians, or the instrument will be sold on moderate monthly payments.

**The Aeolian Company, 18 West 23d St., N. Y.**

**W. & J. Sloane****HAND WROUGHT WILLOW**

We are prepared to furnish the Country House entire with our Willow Furniture, which is most seasonable, charming in effect and thoroughly durable. Complete suites for Dining Room, Chamber or Veranda—all our original designs.

Our woven and printed materials for cushions are as unique as the furniture.

The new shapes are now being shown.

2nd Floor, Furniture Dept.

**Broadway & 19th Street****ASPHALT RECEIVERS' REPORT****TWO CHIEF COMPANIES LIABILITIES OVER \$2 MILLION.**

Assets Are Made Up Almost Exclusively of the Capital Stock of Seventy Subsidiary Companies Receivers Carrying Out Plans for Rehabilitation.

TRENTON, May 19.—The receivers of the National Asphalt Company and the Asphalt Company of America filed a preliminary report in the United States Circuit Court, showing the financial status of these companies and the seventy direct subsidiary companies, through which most of their business was apparently transacted.

The report shows that the National Asphalt Company, which holds 589,842 of the 600,000 shares of the Asphalt Company of America and the stock held in ten other subsidiary companies, has assets amounting to \$25,543,947, being made up almost exclusively of stock of the underlying companies. The total liabilities are given as \$25,543,947, being made up as follows: Common stock, \$8,000,000; preferred stock, \$1,000,000; bonds, \$15,541,947, sinking fund, \$20,000; sinking fund interest on gold certificates, \$309,302; sinking fund for return of certificates, \$370,173; bills of exchange companies, amounts to \$25,543,947, being made up as follows: Common stock, \$8,000,000; preferred stock, \$1,000,000; bonds, \$15,541,947, sinking fund, \$20,000; bills of exchange companies, \$370,173; bills